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OFFICE
DEFECTS INVESTIGATION
June 14, 2000

DAIMLERCHRYSLER

DaimlerChrysler Corporation

Matthew C. Reynolds

Director

Vehicle Compliance & Safety Affairs

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Weinstein:

Reference: NHTSA Identification Number 00V-135

Enclosed are representative copies of communications relating to the 1994 through 1996 model year vehicles involved in the referenced recall. DaimlerChrysler expects to begin owner notification during the week of June 26, 2000. The exact number of The Polk Company currently registered vehicles involved in the recall is 485,662.

The involved Vehicle Identification Number range is:

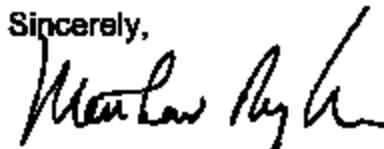
<u>Low</u>	<u>High</u>	<u>Low</u>	<u>High</u>
RM500003	RM569202	RS500042	RS739322
SM100022	SM190197	SS100019	SS387712
TG100001	TG197785	TJ100001	TJ171903
TM100001	TM175402	TS500023	TS718188

(VIN last eight characters) - R = 1994 Model Year; S = 1995 Model Year; T = 1996 Model Year; G = Sault Ste. Marie Assembly Plant, Sault Ste. Marie, Michigan; J = St. Louis North Assembly Plant, Fenton, Missouri; M = Lago Alberto Assembly Plant, Lago Alberto, Mexico; S = Warren Assembly Plant, Warren, Michigan; and the last six digits = sequential number.

We caution that the above range represents only the lowest and highest VIN sequential numbers included in the recall. This range cannot be used to determine conclusively that a vehicle is involved in the recall because some vehicles with a VIN within the range are not affected by the recall.

This completes DaimlerChrysler's package of information for this recall as required by the Defects Report Regulation.

Sincerely,



M. C. Reynolds

Enclosure: Recall #875

cc: K. C. DeMeter

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DAIMLERCHRYSLER

June 2000

Dealer Service Instructions for:

S **recall** **5**
ign on **h** **ng**

Models

1994-1996 (BR) Dodge Ram Trucks

NOTE: This recall applies only to the above vehicles built at the:

- Warren Assembly Plant ("S" in the 11th VIN position) through April 4, 1996 (MDH 0404XX);
- St. Louis North Assembly Plant ("J" in the 11th VIN position) through March 23, 1996 (MDH 0323XX);
- Lago Alberto Assembly Plant ("M" in the 11th VIN position) through April 14, 1996 (MDH 0414XX); or
- Saltillo Assembly Plant ("G" in the 11th VIN position) through April 14, 1996 (MDH 0414XX).

IMPORTANT: Some of the involved vehicles may be in dealer used vehicle inventory. Dealers should complete this recall service on these vehicles before retail delivery. Dealers should also perform this recall on vehicles in for service. Involved vehicles can be determined by using the DIAL VIP System.

Subject

The ignition switch and/or steering column wiring on about 710,000 of the above vehicles may overheat when the blower motor is operated at high speed for an extended period of time. This can cause stalling, loss of blower motor or power window operation, ABS or airbag lamp illumination or a steering column/instrument panel fire.

Repair

A blower motor relay and overlay harness must be installed to remove the blower motor circuit from the ignition switch. In addition, the ignition switch and electrical connector must be inspected for damage and replaced if necessary.

Parts Information**A. Ignition Switch Wiring Package****Part Number Description****CBXR8750 Ignition Switch Wiring Package**

Each package contains the following components:

<u>Quantity</u>	<u>Description</u>
1	Blower Motor Relay and Overlay Harness
1	Ignition Switch Wiring Pigtail
1	Key Cylinder Retaining Bracket
1	Retaining Bracket Screw
1	Ignition Switch Screw
1	Washer
1	Wiring Clip
3	Push Clips
8	Heat Shrink Tubing
10	Tie Straps

Each dealer to whom vehicles in the recall were invoiced (or the current dealer at the same street address) will receive enough Ignition Switch Wiring Packages to service about 10% of those vehicles.

B. Ignition Switch Assembly**Part Number Description****04326622 Ignition Switch Assembly**

Each dealer to whom vehicles in the recall were invoiced (or the current dealer at the same street address) will receive two (2) ignition switch assemblies.

Additional ignition switches should be ordered only after inspection determines that replacement is required. *Very few vehicles are expected to require ignition switch replacement.*

Service Procedure**A. Inspect for Blower Motor Relay:**

NOTE: Very few vehicles are expected to already be equipped with a blower motor relay.

1. Inspect the brake pedal support bracket for the presence of a blower motor relay attached to the brake lamp switch bracket (Figure 1) or locate a blower motor relay that is secured near the brake pedal bracket with a tie strap.

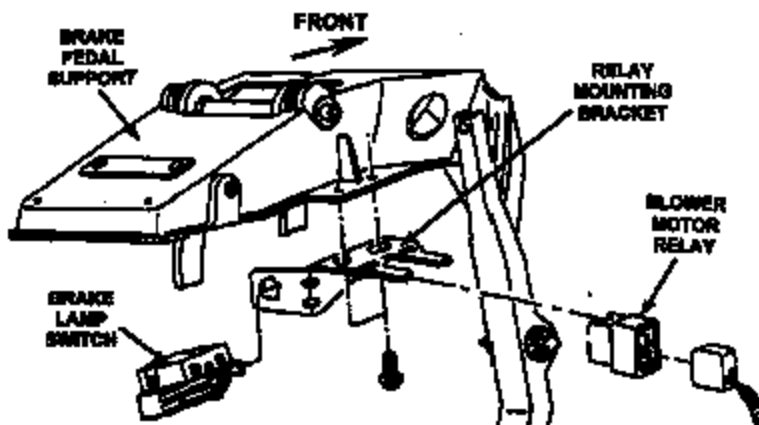


Figure 1

NOTE: 1995 model year vehicles that were built with original equipment foglamps will have two (2) foglamp relays mounted on this bracket.

2. If a blower motor relay is NOT found, inspect the area near the 84-way bulkhead connector for a WHITE single wire connector with BLACK ends that connects two PINK with BLACK tracer wires (Figure 2). If the connector and wires are present, follow the wiring harness to locate the blower motor relay that is secured under the instrument panel.

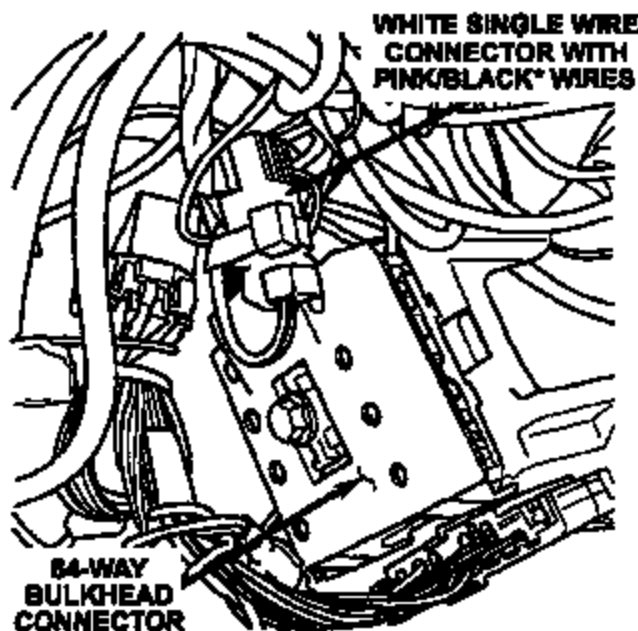


Figure 2

Service Procedure (Continued)

3. If a relay was located in either Step 1 or Step 2, verify that this is a blower motor relay as follows:
 - a. Turn the ignition switch to the ON position.
 - b. Turn the blower motor on LOW and verify that the blower is operating.
 - c. Disconnect the relay.
 - If the blower motor stops, this relay is for the blower motor.
 - If the blower motor does not stop, this relay is NOT for the blower motor.
 - d. Turn the ignition switch OFF and connect the relay.
4. ➤ **If a blower motor relay is NOT present, continue with Section “B – Inspect Ignition Switch and Wiring.”**
 - **If a blower motor relay is present, no further action is necessary. Return the vehicle to the customer.**

Service Procedure (Continued)**B. Inspect Ignition Switch and Wiring:**

1. Disconnect the negative battery cable(s).

NOTE: To enhance customer satisfaction, remember to record all radio settings before disconnecting the battery and to reset all electronic memory (clock, radio settings, etc.) when you have completed the service procedure.

2. Remove the five (5) screws that secure the knee blocker to the lower instrument panel and then remove the knee blocker (Figure 3).
3. Remove the steering column tilt lever by turning it counter-clockwise.
4. Remove the upper and lower steering column covers (Figure 4).
5. Remove the lower steering column shroud (Figure 4).

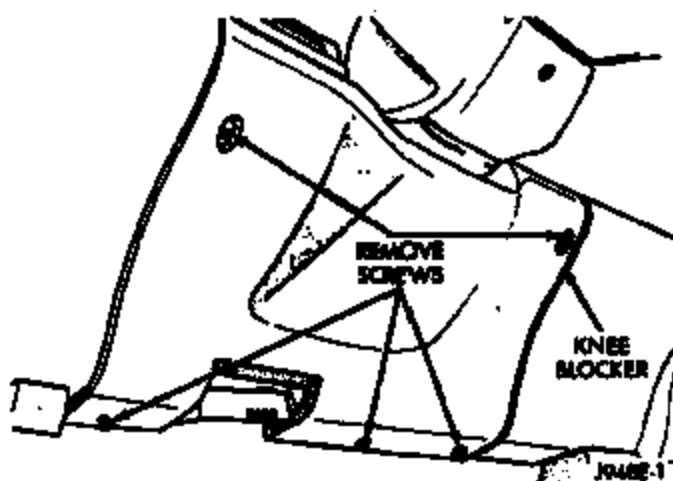


Figure 3

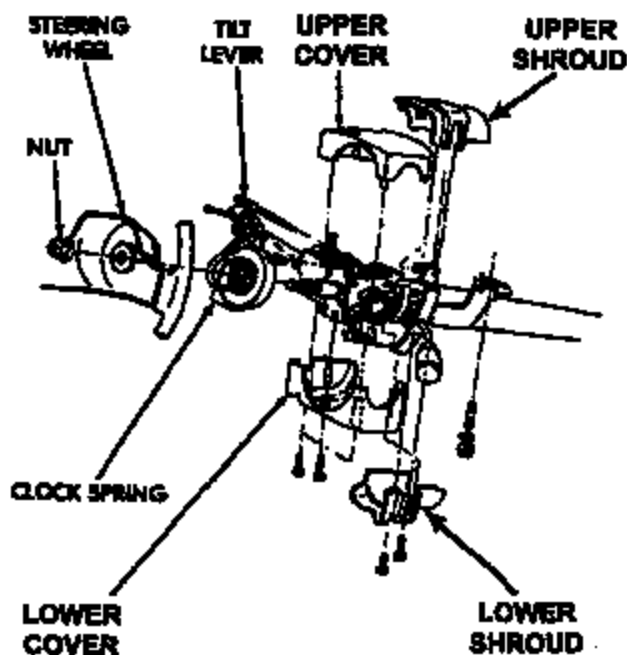


Figure 4

Service Procedure (Continued)

6. Disconnect the 7-way ignition switch electrical connector (Figure 5).
7. Inspect the 7-way ignition switch connector for heat damage near the 4th and 5th terminals (BLACK with ORANGE tracer and PINK with BLACK tracer wires) (Figure 5).
 - Look for brown or black discoloration of the wire insulation or melting of the wire insulation near the connector.
 - Check the wiring terminals for discoloration.
 - Inspect the connector for indications of melting or deformation.
8. Inspect the ignition switch assembly for heat damage near the 4th and 5th terminals (Figure 6).
 - Check the ignition switch terminals for discoloration.
 - Inspect the ignition switch connector and body for indications of melting or deformation.
9. ➤ If the wiring connector and switch assembly are NOT damaged, continue with Section “E – Install Blower Motor Relay and Overlay Harness.”
- If the 7-way switch wiring connector has indications of heat damage, the ignition switch wiring harness pigtail must be replaced. Continue with Section “C – Replace Ignition Switch Wiring Pigtail.”
- If the ignition switch assembly has indications of heat damage, the ignition switch assembly and the wiring harness pigtail must be replaced. Continue with Section “C – Replace Ignition Switch Wiring Pigtail.”

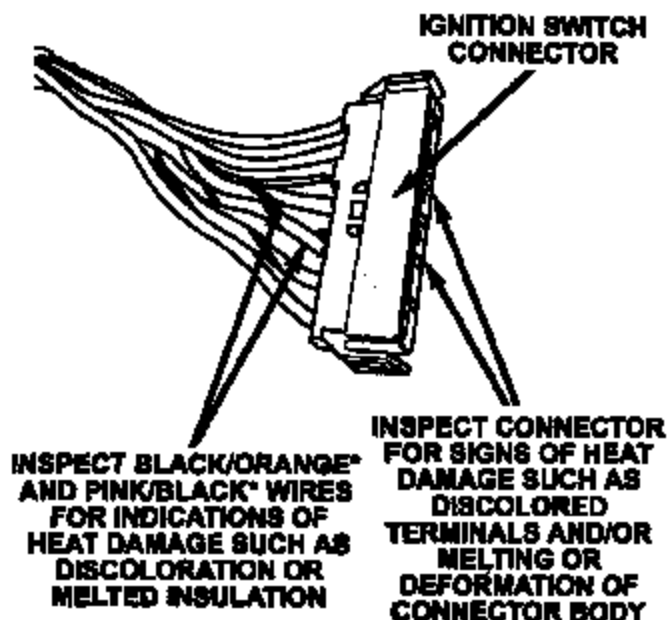


Figure 5

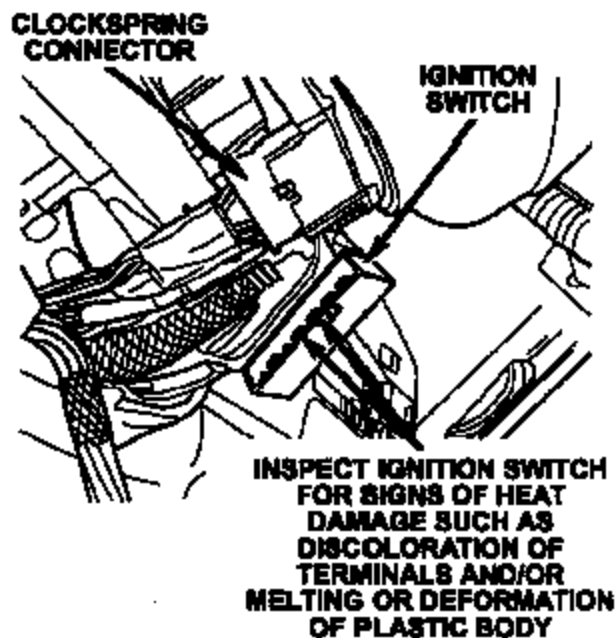


Figure 6

Service Procedure (Continued)**C. Replace Ignition Switch Wiring Pigtail:**

IMPORTANT: Only those vehicles that had wiring and/or ignition switch damage as determined by the inspection in Section “B” require ignition switch wiring pigtail replacement. Very few vehicles are expected to require this repair.

1. Disconnect the ignition switch key-in/halo light electrical connector (Figure 7).
2. Disconnect the clockspring electrical connector from the clockspring (Figure 7).
3. Disconnect the multi-function switch electrical connector (Figure 7).
4. Remove the plastic steering column wiring trough from the steering column. The trough is attached to the column with three push clips.

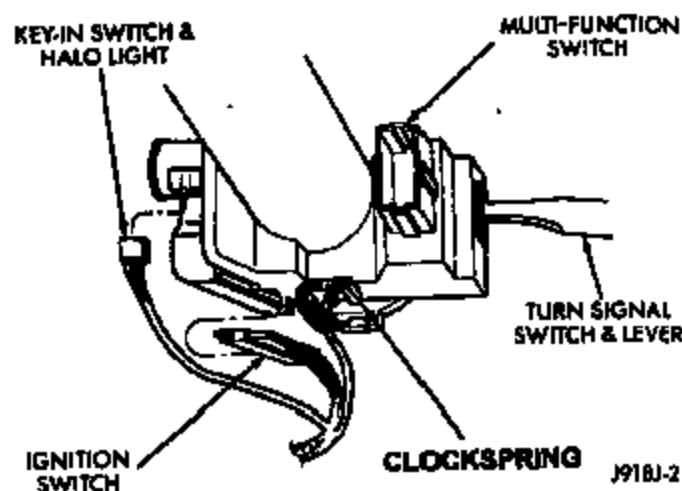


Figure 7

5. Remove the ignition switch wires from the wiring trough. Remove any tape from the ignition switch wires.
6. Stagger cut all of the ignition switch wires (7) on the vehicle harness side about 1/2" apart. Make sure that all wires are cut so that the wire splices will be located inside the wiring trough and towards the bottom of the steering column.

NOTE: Splices that are located towards the top of the steering column are more susceptible to damage.

7. Strip about 1" of wire insulation from each wire on the vehicle wire harness.

Service Procedure (Continued)

8. Stagger cut the matching wires on the supplied ignition switch pigtail to match up with the harness side. Allow sufficient length for the soldered connections. Make sure that the overall length of the wiring is the same as the original harness.

NOTE: Be sure to cut the supplied ignition switch pigtail wires so that they match the wire color of the vehicle wire harness. On some vehicles, the **YELLOW** harness wire matches with the **BLUE/YELLOW*** vehicle wire and the **BLACK** harness wire matches with the **GRAY/BLACK*** vehicle wire.

9. Strip about 1" of wire insulation from each wire on the ignition switch pigtail.
10. Slide a piece of heat shrink tubing onto each wire of the new pigtail.
11. Connect the supplied switch pigtail harness to the vehicle harness by twisting all wire ends together. Be sure to match all wire colors.
12. Solder the twisted wire ends using rosin core solder.

CAUTION: Wire splices must be soldered. Do NOT use solderless connectors.

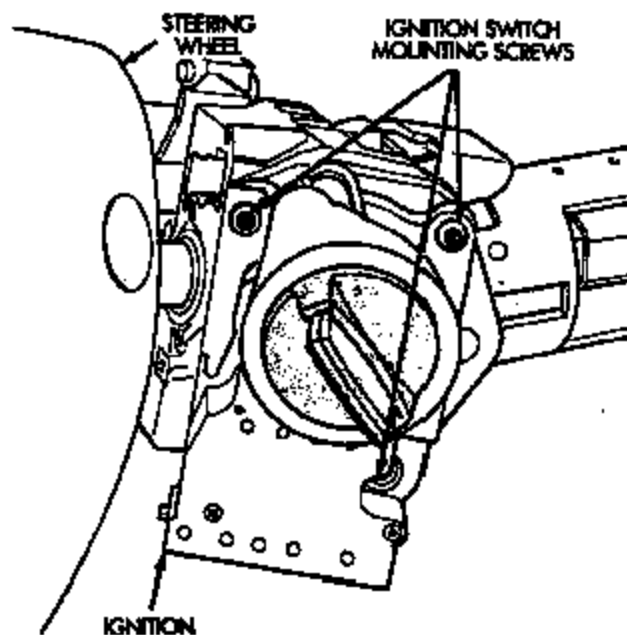
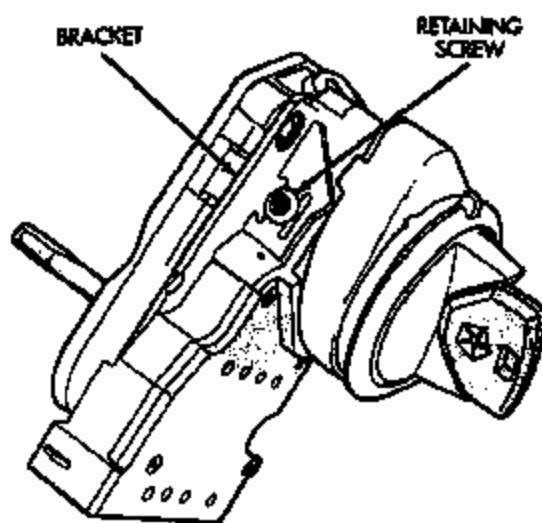
13. Center the pieces of heat shrink tubing over each of the splices. Heat the tubing with a heat source until sealant comes out each end of the tubing.
14. Connect the multi-function switch electrical connector (Figure 7).
15. Connect the clockspring electrical connector (Figure 7).
16. ➤ **If the ignition switch was damaged and must be replaced, as determined by the inspection in Section "B," continue with Section "D -- Replace Ignition Switch Assembly."**

➤ **If the ignition switch was NOT damaged, as determined by the inspection in Section "B," continue with Section "E -- Install Blower Motor Relay and Overlay Harness."**

Service Procedures (Continued)**D. Replace Ignition Switch Assembly:**

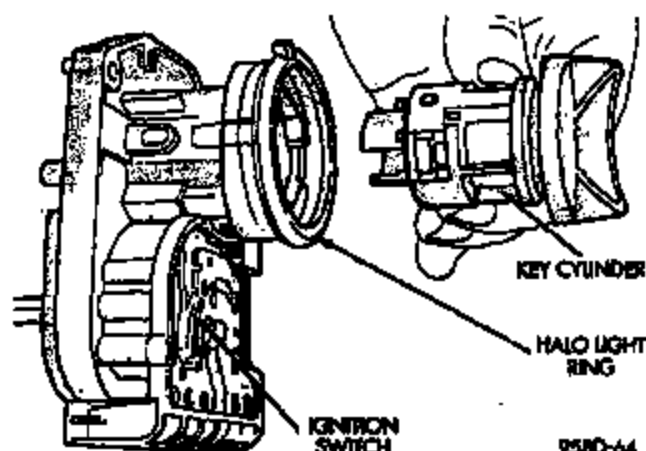
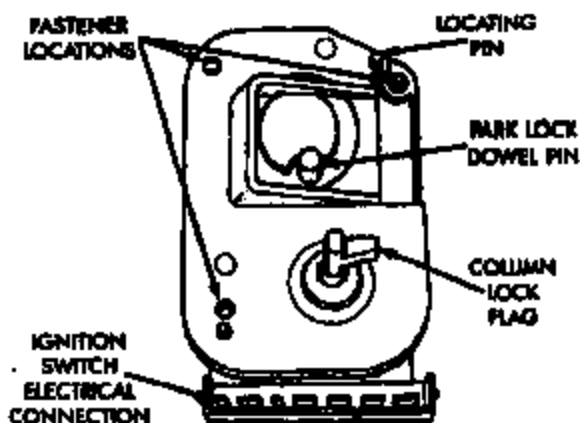
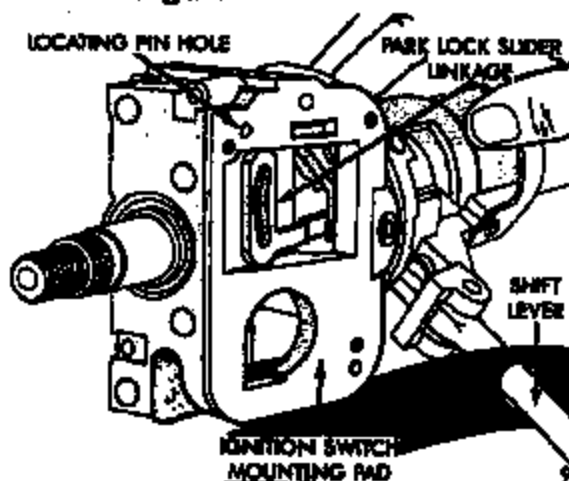
IMPORTANT: Only those vehicles that had ignition switch damage as determined by the inspection in Section "B," require ignition switch replacement. Very few vehicles are expected to require this repair.

1. Remove the ignition switch mounting screws (Figure 8). Use a tamper-proof torx bit (Snap-on PN TTXR20A2 or equivalent) to remove the screws.
2. Remove the ignition switch from the steering column.
3. Insert the ignition key into the key cylinder and turn the key to the LOCK position.
4. Depress the key cylinder retaining pin or, if equipped, use the tamper-proof torx bit to remove the key cylinder retaining screw and bracket (Figure 9).
5. Turn the ignition key to the OFF position. The key cylinder will then unseat from the ignition switch. When the key cylinder is unseated, it will be approximately 1/8" away from the ignition switch halo light ring. **Do NOT attempt to remove the key cylinder at this time.**
6. With the key cylinder unseated, turn the ignition key to the LOCK position and then remove the key.

**Figure 8****Figure 9**

Service Procedure (Continued)

7. Remove the key cylinder from the ignition switch (Figure 10).
8. Place the new ignition switch in the LOCK position. The switch is in the LOCK position when the column lock flag is parallel to the ignition switch terminals (Figure 11).
9. With the key cylinder in the LOCK position, insert the key cylinder into the new ignition switch until it bottoms.
10. Insert the ignition key into the key cylinder. While gently pushing the key cylinder in toward the ignition switch, rotate the ignition key clockwise to the end of travel (START position) and then back to the LOCK position.
11. If equipped, install the key cylinder retaining bracket and screw (Figure 9). Tighten the screw to 26 in-lbs (3 N-m).
12. Apply a light coating of grease to the ignition switch column lock flag and the park lock dowel pin (Figure 11).
13. Make sure that the transmission gear shift selector is in the PARK position. The park lock dowel pin must be properly indexed before installing the ignition switch (Figure 12).

**Figure 10****Figure 11****Figure 12**

Service Procedure (Continued)

14. Place the ignition switch against the lock housing opening on the steering column. Ensure that the ignition switch park lock dowel pin enters the slot in the park lock slider linkage in the steering column.
15. Install the ignition switch screws (Figure 8). Tighten the screws to 26 in-lbs (3 N·m).
16. Connect the key-in/halo light electrical connector to the new ignition switch (Figure 7).

NOTE: Do NOT connect the 7-way ignition switch connector.

Service Procedure (Continued)
D. Install Blower Motor Relay and Overlay Harness:

1. Remove the 30-amp fuse from the fuseblock F2 -- Blower Motor location (Figure 13).
2. Remove the TAN wedge from the fuseblock (Figure 13).
3. Remove the BLACK with ORANGE tracer (A22) wire from cavity 11 of the fuseblock (Figure 13); then cut the terminal off and tape the wire back to the harness.
4. Remove the DARK GREEN (C1) wire from cavity 12 of the fuseblock (Figure 13).
5. Disconnect the 84-way bulkhead connector.
6. Remove the cover from the rear of the 84-way connector.
7. Remove the BLUE wedge from the 84-way connector.
8. Remove the PINK with BLACK tracer (A2) wire from cavity 43 of the 84-way bulkhead connector (Figure 14).

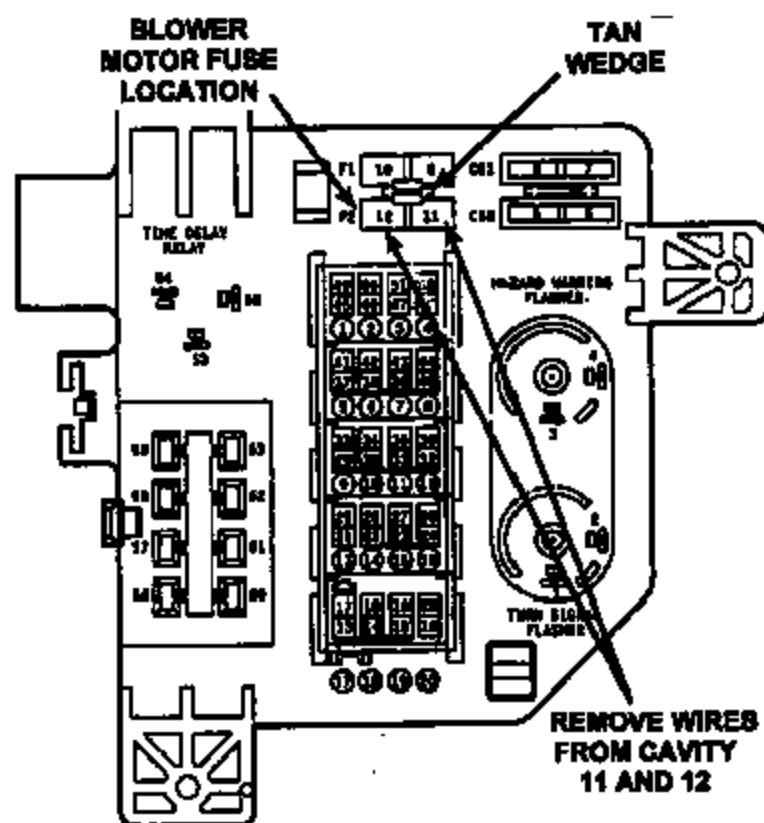


Figure 13

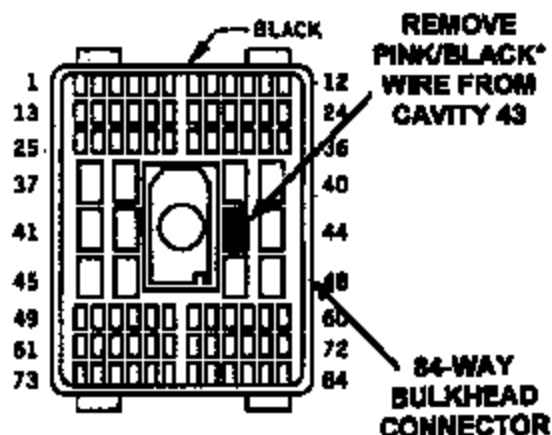


Figure 14

Service Procedure (Continued)

9. Remove the RED wedge from the 7-way ignition switch connector (Figure 15).
10. Remove the BLACK with ORANGE tracer (A22) wire from cavity 5 of the 7-way ignition switch connector (Figure 15). Then, remove the wire from the wiring takeout bundle back to the base of the steering column.

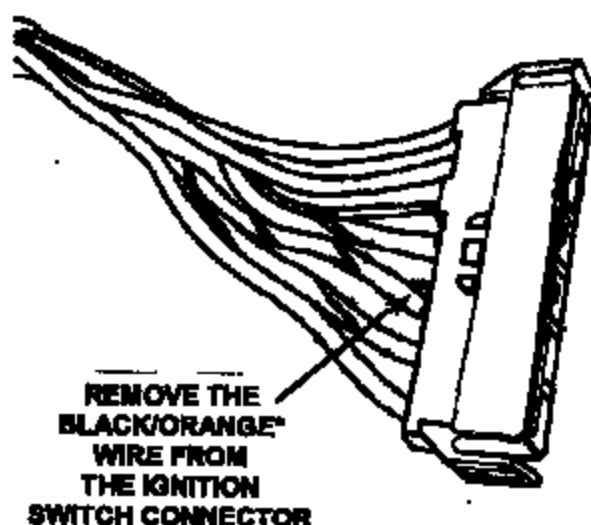


Figure 15

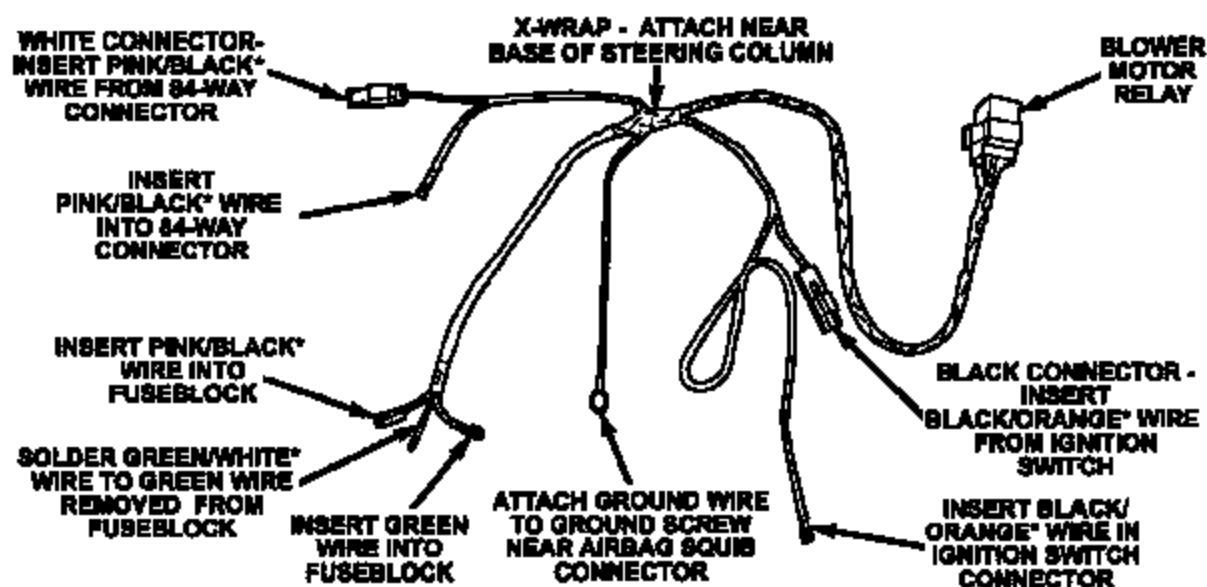


Figure 16

Service Procedure (Continued)

11. Install the supplied blower relay wiring harness so that the X-wrap is located near the base of the steering column (Figure 16). Secure the harness with a tie strap.
12. Install the PINK with BLACK tracer blower relay harness wire (with a blade terminal) into cavity 43 of the 84-way connector (Figure 14 and Figure 16).
13. Install the BLUE wedge into the 84-way connector.
14. Install the cover onto the rear of the 84-way connector.
15. Connect the 84-way bulkhead connector.
16. Disconnect the WHITE electrical connector on the blower relay harness. Install the PINK with BLACK tracer wire that was removed from the 84-way connector into the WHITE connector opening (Figure 16). Reconnect the WHITE connector. Secure the connector near the bulkhead connector with a tie strap.
17. Install the BLACK with ORANGE tracer blower relay harness wire into cavity 5 of the 7-way ignition switch connector (Figure 16).
18. Disconnect the BLACK 2-way electrical connector on the blower relay harness (Figure 16). Remove the BLUE wedge and then install the BLACK with ORANGE tracer wire that was removed from the ignition switch connector into cavity 2 of the BLACK connector. Install the wedge and reconnect the BLACK 2-way connector. Secure the connector and any excess wiring near the base of the steering column with a tie strap.
19. Cut off the terminal and then strip about 1" of wire insulation from the end of the DARK GREEN wire that was removed from the fuseblock earlier.
20. Strip about 1" of wire insulation from the end of the DARK GREEN with WHITE blower relay harness wire (Figure 16).
21. Slide a piece of heat shrink tubing onto the wire.
22. Connect the DARK GREEN and DARK GREEN with WHITE tracer wires by twisting the wire ends together.

Service Procedure (Continued)

23. Solder the twisted wire ends using rosin core solder.

CAUTION: Wire splice must be soldered. Do NOT use a solderless connector.

24. Center the piece of heat shrink tubing over the splice. Heat the tubing with a heat source until sealant comes out each end of the tubing.
25. Install the DARK GREEN blower relay harness wire into cavity 12 of the fuseblock (Figure 16).
26. Install the PINK with BLACK tracer blower relay harness wire into cavity 11 of the fuseblock (Figure 16).
27. Install the TAN fuseblock wedge (Figure 13).
28. Reinstall the 30-amp fuse in the fuseblock F2 – Blower Motor location (Figure 13).
29. Disconnect the ground eyelet near the airbag squib connector (Figure 17).
30. Double stack the ground eyelet on the BLACK blower relay harness wire onto the ground screw. Install the ground screw and tighten securely.

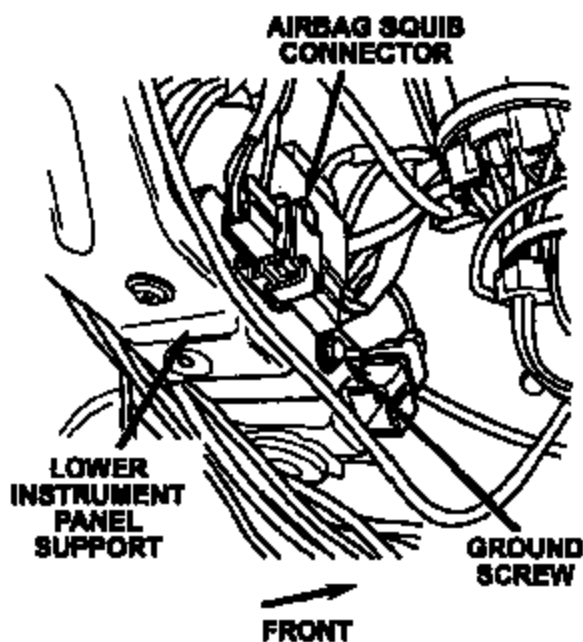


Figure 17

Service Procedure (Continued)

31. Attach the blower relay onto one of the horizontal relay mounting tabs on the bracket located on the brake pedal support just above the brake lamp switch and pedal (Figure 18).

NOTE: For early 1994 model year vehicles that do not have a relay bracket or if two relays are already attached to the bracket, secure the relay to the wiring harness with a tie strap.

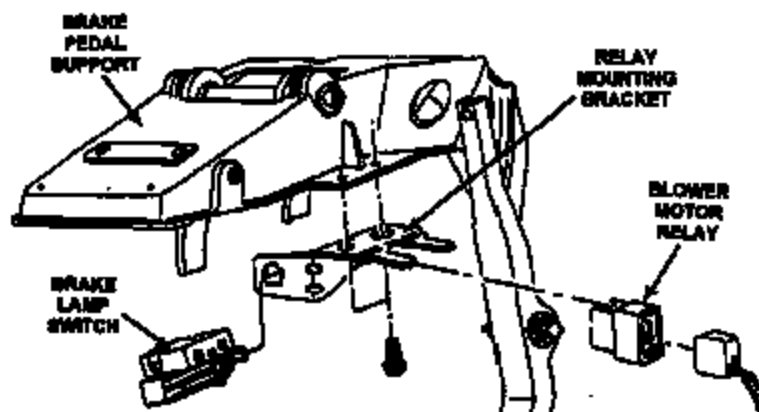


Figure 18

32. Re-tape all of the portions of the ignition switch wiring harness from which tape was removed.
33. Position the ignition switch wires back inside of the wiring trough.
34. Snap the steering column wiring trough back on to the steering column using the supplied clips as necessary.
35. Connect the 7-way ignition switch electrical connector.
36. Install the lower steering column shroud (Figure 4).
37. Install the upper and lower steering column covers (Figure 4).
38. Install the steering column tilt lever (Figure 4).
39. Install the knee blocker and tighten the screws securely (Figure 3).
40. Connect the negative battery cable(s).
41. Verify that the blower motor operates properly.

Completion Reporting and Reimbursement

Claims for vehicles that have been serviced must be submitted on the DIAL System. Claims submitted will be used by DaimlerChrysler to record recall service completions and provide dealer payments.

Use one of the following labor operation numbers and time allowances:

	Labor Operation Number	Time Allowance
Inspect for blower motor relay	08875181	0.2 hours
Install blower relay/overlay harness	08875182	0.7 hours
Install blower relay/overlay harness and replace the ignition switch wiring pigtail	08875183	1.2 hours
Install blower relay/overlay harness, replace the ignition switch wiring pigtail and the ignition switch assembly	08875184	1.4 hours

Add the cost of the recall parts package and switch assembly, if necessary, plus applicable dealer allowance to your claim.

NOTE: See the Warranty Administration Manual, Recall Claim Processing Section, for complete recall claim processing instructions.

Parts Return

Not required.

Dealer Notification and Vehicle List

All dealers will receive a copy of this dealer recall notification letter by first class mail. Two additional copies will be sent through the DCMMS, and the MDS2 will be updated to include this recall in the near future. **Each dealer to whom involved vehicles were invoiced (or the current dealer at the same street address) will receive a list of their involved vehicles.** The vehicle list is arranged in Vehicle Identification Number (VIN) sequence. Owners known to DaimlerChrysler are also listed. The lists are for dealer reference in arranging for service of involved vehicles.

DIAL System Functions 53 and VIP

All involved vehicles have been entered to DIAL System Functions 53 and VIP for dealer inquiry as needed.

Function 53 provides involved dealers with an updated VIN list of their incomplete vehicles. The customer name, address and phone number are listed if known. Completed vehicles are removed from Function 53 within several days of repair claim submission. To use this system, type "53" at the "ENTER FUNCTION" prompt, then type "ORD875".

Owner Notification and Service Scheduling

All involved vehicle owners known to DaimlerChrysler are being notified of the service requirement by first class mail. They are requested to schedule appointments for this service with their dealers. A copy of the owner letter is attached.

Enclosed with each owner letter is an Owner Notification Form. The involved vehicle and recall are identified on the form for owner or dealer reference as needed.

Vehicle Not Available

If a vehicle is not available for service, let us know by filling out the pre-addressed Owner Notification Form or describe the reason on a postcard and mail to:

DaimlerChrysler Corporation
CIMS 482-00-85
800 Chrysler Drive East
Auburn Hills, Michigan 48326-2757

Additional Information

If you have any questions or need assistance in completing this action, please contact your Zone Service Office.

Customer Services Field Operations
DaimlerChrysler Corporation

DAIMLERCHRYSLER

SAFETY RECALL TO INSTALL A BLOWER MOTOR RELAY AND INSPECT YOUR TRUCK'S IGNITION SWITCH AND REPLACE IT IF NECESSARY

Dear Dodge Ram Truck Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

DaimlerChrysler Corporation has determined that a defect, which relates to motor vehicle safety, exists in some 1994 through 1996 model year Dodge Ram trucks.

The problem is...

The ignition switch and/or steering column wiring on your Ram truck (identified on the enclosed form) may overheat when the blower motor is operated at high speed for an extended period of time. This can cause stalling, loss of blower motor or power window operation, ABS or airbag lamp illumination or a steering column/instrument panel fire.

What DaimlerChrysler and your dealer will do...

DaimlerChrysler will repair your vehicle free of charge (parts and labor). To do this, your dealer will install a blower motor relay harness. In addition, the ignition switch and wiring harness will be inspected and replaced if necessary. The work will take about one hour to complete. However, additional time may be necessary depending on how dealer appointments are scheduled and processed.

What you must do to ensure your safety...

- Simply contact your dealer right away to schedule a service appointment. Ask the dealer to hold the parts for your vehicle or to order them before your appointment.
- Bring the enclosed Owner Notification Form with you to your dealer. It identifies the required service to the dealer.

If you need help...

If you have questions or concerns which the dealer is unable to resolve, please contact the DaimlerChrysler Customer Assistance Center at 1-800-992-1997. A representative will assist you. If you have already experienced the problem described above and have paid to have it repaired, you may send your original receipts and/or other adequate proof of payment to the following address for reimbursement:

**DaimlerChrysler Customer Assistance Center
P.O. Box 1040
St. Charles, MO 63302-1040
Attention: Recall Center**

If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-800-424-9393. Washington, DC area residents may call 1-202-366-0123.

We're sorry for any inconvenience, but we are sincerely concerned about your safety. Thank you for your attention to this important matter.

Customer Services Field Operations
DaimlerChrysler Corporation
875

***46
for Safety***